



MTB | ROAD | ALLROUND

Mountain-bicycles – EN 14766

Racing bicycles – EN 14781

City and trekking bicycles – EN 14764

Bicycles for young children – EN 14765

ISO 4210:2014 Cycles – Safety requirements for bicycles

ISO 8098:2014 Cycles – Safety requirements for bicycles for young children

STEVENS OPERATING INSTRUCTIONS //

For more information see the operating instructions on the enclosed CD-ROM



// NEVER STOP

STEVENS Short Operating Instructions

The STEVENS short operating instructions are meant as start assistance. Together with the comprehensive STEVENS user manual and the instructions of the component manufacturers on the enclosed CD-ROM this first start assistance is part of a system.



These operating instructions together with the enclosed CD-ROM comply with the requirements of the European standards EN 14766 for mountain-bicycles, EN 14764 for city and trekking bicycles and EN 14781 for racing bicycles / ISO 4210:2014 as well as EN 14765 for bicycles for young children / ISO 8098:2014.



Caution:

It is essential to also observe the comprehensive STEVENS user manuals and the instructions of the component manufacturers on the enclosed CD-ROM. These operating instructions are subject to European law. If delivered to countries outside Europe, supplementary information has to be provided by the bicycle manufacturer, if necessary.



Caution:

Read pages 8 to 15 before your first ride!
Perform the functional check on pages 16 and 17 before every ride!
Observe the service schedule, the bike card and the handover report!

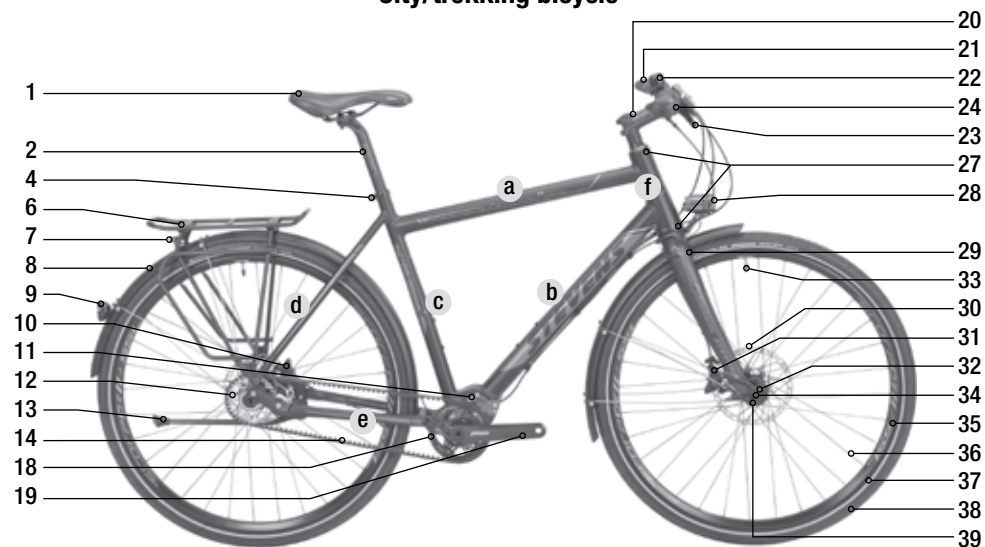


Note:

Please find the comprehensive STEVENS user manuals, the instructions of the component manufacturers and the relevant web links on the CD-ROM enclosed with these short operating instructions.

Components

City/trekking bicycle



Frame:

- a** Top tube
- b** Down tube
- c** Seat tube
- d** Rear stay
- e** Chainstay
- f** Head tube

Suspension fork (mountain bike):

- A** Fork crown
- B** Stanchion tube
- C** Lower leg

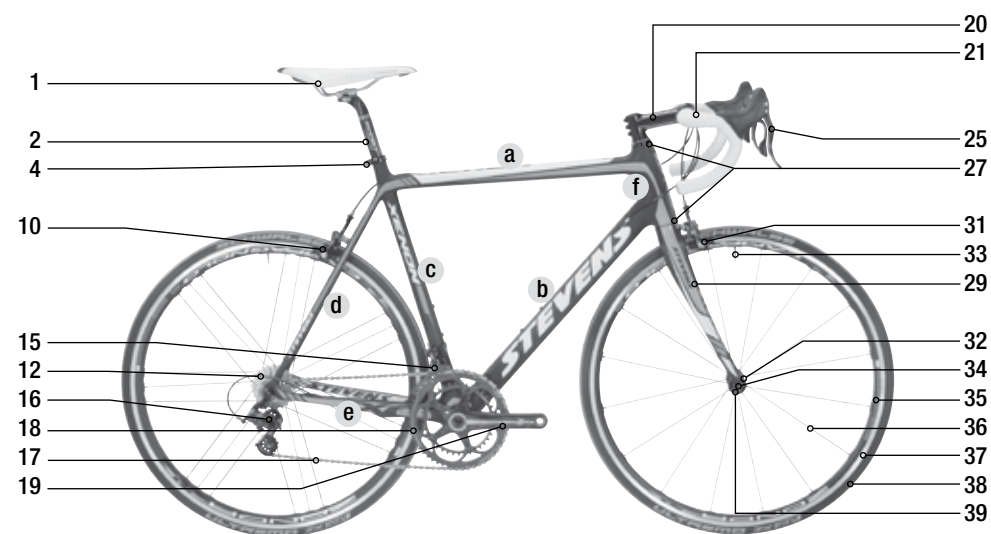
- 1 Saddle
- 2 Seat post
- 3 Seat post, height adjustable
- 4 Seat post clamp
- 5 Rear shock/damper
- 7 Rear Light
- 8 Mudguard
- 9 Reflector
- 10 Rear brake
- 11 Gear box
- 12 Cassette sprockets
- 13 Kick stand
- 14 Gates carbon belt
- 15 Front derailleur
- 16 Rear derailleur
- 17 Chain
- 18 Chainring
- 19 Crank

- 20 Stem
- 21 Handlebars
- 22 Bell
- 23 Brake lever
- 24 Twist grip
- 25 Brake lever/shifter
- 26 Shift levers
- 27 Headset
- 28 Front light
- 29 Fork
- 30 Rotor
- 31 Front brake
- 32 Drop-out

Wheel:

- 33 Valve
- 34 Quick-releases
- 35 Rim
- 36 Spoke
- 37 Reflector ring
- 38 Tyre
- 39 Hub

Road racing bicycle



Mountain bike

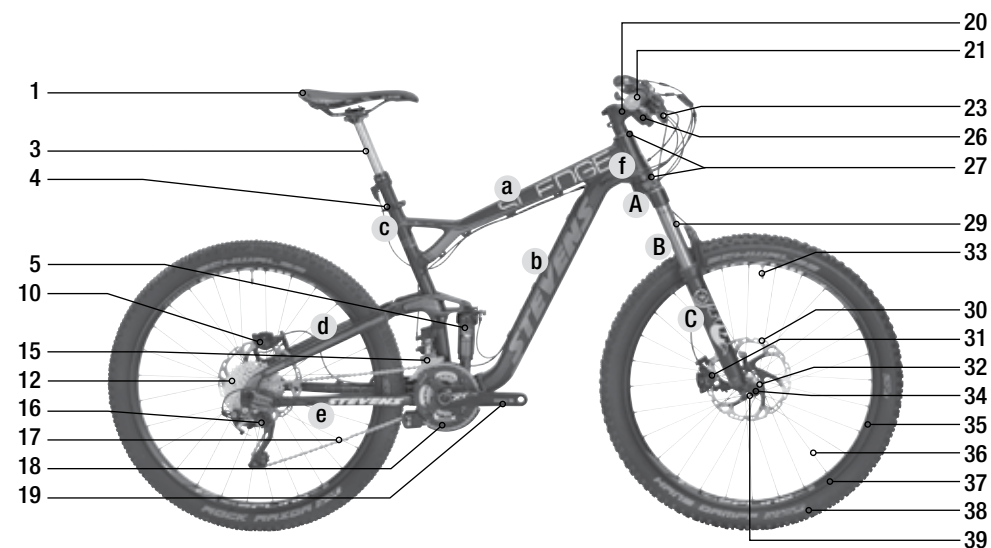


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Some Notes on these STEVENS Short Operating Instructions

The illustrations on the first pages of the STEVENS short operating instructions show typical STEVENS city/trekking, STEVENS road racing and STEVENS mountain bikes. One of these bicycles may look similar to the STEVENS bicycle you have purchased. Today's bicycles come in various types that are designed for specific uses and fitted accordingly. The STEVENS short operating instructions includes the following bicycle types:

City, trekking and fitness bicycles
Kids' bicycles
Cross bicycles
Mountain bikes
Tandem bicycles
Road racing bicycles
Triathlon/time trial bicycles
Cyclo-cross bicycles

Pay particular attention to the following symbols:



Danger:

This symbol indicates an imminent risk to your life or health unless you comply with the instructions given or take preventive measures.



Caution:

This symbol warns you of wrongdoings which may result in damage to property and environment.



Note:

This symbol provides you with information about how to handle the product or refers to a passage in the operating instructions that deserves your special attention.

The described possible consequences will not be repeated in the STEVENS short operating instructions every time one of the symbols appears. These operating instructions are not intended to help you assemble a STEVENS bicycle from individual components, to repair it or to make a partly assembled bicycle ready-for-use.

These STEVENS short operating instructions are not applicable to any other than the displayed bicycle types.





General Safety Instructions

Dear STEVENS customer,

In purchasing this STEVENS bicycle you have chosen a product of high quality and technology. Each component of your new STEVENS bicycle has been designed, manufactured and assembled with great care and expertise. Your STEVENS dealer gave the bicycle its final assembly and adjustment to guarantee proper operation and many enjoyable riding experiences with complete peace of mind from the very first metres.

This manual contains a wealth of information on the proper use of your STEVENS bicycle, its maintenance and operation as well as interesting information on bicycle design and engineering. Please read these STEVENS short operating instructions thoroughly. We are sure that even if you have been cycling all your life you will find useful and detailed information. Bicycle technology has developed at a rapid pace during recent years.

Therefore, before setting off on your new STEVENS bicycle, be sure to read at least the chapter **"Before Your FIRST Ride"**.

To ensure as much fun and safety as possible during cycling, be sure to carry out the functional check described in chapter **"Before EVERY Ride"** before setting off on your STEVENS bicycle.

Even a manual as big as an encyclopaedia could not describe any possible combination of bicycle models and components or parts on the market. The STEVENS short operating instructions therefore focuses on your newly purchased STEVENS bicycle and standard components and provides useful information and warnings.

When doing any adjusting and maintenance work, be aware that the detailed instructions provided in your manual only refer to this STEVENS bicycle.

The information included here is not applicable to any other bicycle type. As bicycles come in a wide variety of designs with frequent model changes, the routines described may require complementary information. It is essential to also observe the instructions of the component manufacturers on the enclosed CD-ROM.

Be aware that these STEVENS short operating instructions may require further explanation, depending on the experience and/or skills of the person doing the work. For some jobs you may require additional (special) tools or supplementary instructions. This manual cannot teach you the skills of a bicycle mechanic.



Note:

Please find the comprehensive STEVENS user manuals, the instructions of the component manufacturers and the relevant web links on the CD-ROM enclosed with these short operating instructions.

Before you set off, let us point out a few things that are very important to every cyclist: Never ride without a properly adjusted helmet and without glasses and take care to always wear suitable, bright clothing. At least you should wear straight cut trousers or leg bands and sturdy shoes fitting the pedal system. Always ride carefully on public roads and observe the traffic rules so as not to endanger yourself or others.

This manual cannot teach you how to ride. Please be aware that cycling is a potentially dangerous activity that requires the rider to stay in control of his or her STEVENS bicycle at all times.

Like any sport, cycling involves the risk of injury and damage. Keep this in mind. When you decide to ride a STEVENS bicycle you need to accept the risk inherent to cycling. Please note that on a STEVENS bicycle you have no protection technology around you (e.g. bodywork, ABS or airbag) like you have in a car. Therefore, always ride carefully and do respect the other traffic participants.

Never ride under the influence of drugs, medication, alcohol or when you are tired. Do not ride with a second person on your STEVENS bicycle (except on a STEVENS tandem) and always ride with your hands on the handlebars.

Observe the legal regulations concerning off-road cycling. These regulations may differ in each country. Please respect nature when riding off-road. Only use your bicycle on signposted, well maintained trails and hard-surface roads.

If you bought a STEVENS kid's bicycle, observe chapter **"Kids' Bicycles"**, before your child sets off on it for the first time. In some countries there are specific regulations for children. Read the aforementioned chapter in your comprehensive STEVENS user manual on the enclosed CD-ROM before your child uses the STEVENS bicycle for the first time.

First we would like to familiarise you with the various components used on your STEVENS bicycle. On the front pages of the STEVENS short operating instructions you will find the illustration of STEVENS bicycles showing all the essential components. They help you to easily locate the components as they are referred to in the text.

Have a lot of fun with your new STEVENS bicycle!



Danger:

For your own safety, never do work on your bicycle unless you feel absolutely sure about it. If you are in doubt or if you have any questions, please contact your STEVENS dealer.

**Note:**

Inform yourself at www.stevensbikes.de and check the category your STEVENS bicycle belongs to.

**Danger:**

STEVENS bicycles of the categories 0 and 1 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

**Intended Use**

Your bicycle was designed for a specific use by our STEVENS engineers. Be sure to use your STEVENS bicycle only for its intended purpose, as it may otherwise not withstand the stress and fail! Risk of falling!

Categories 0 and 1: STEVENS city, trekking and kids' bicycles

STEVENS city, trekking and kids' bicycles are intended for hard-surface terrain, i.e. for tarred roads and bicycle lanes or gravel field tracks, where the wheels do not lose ground contact. These bicycles are not suitable for off-road and competitive use of any kind whatsoever.

- Due to their design and fittings, STEVENS city, trekking and kids' bicycles are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see chapter "Legal Requirements for Riding on Public Roads" in your comprehensive STEVENS user manual on the enclosed CD-ROM.

Category 0:

This category describes STEVENS kids' bicycles with wheel sizes up to 24 inches. STEVENS Junior.

- The **permissible overall weight** (child incl. baggage and bicycle) should not exceed **65 kg**.
- Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles.
- STEVENS kids' bicycles are not designed for mounting stabilisers.
- For STEVENS kids' bicycles trailers are not permitted.

Category 1:

This category describes STEVENS city and trekking bicycles. STEVENS ALLROUND Urban, City Cross, Trekking Premium, Trekking and City as well STEVENS Junior 26 inches.

- The **permissible overall weight** (rider incl. baggage and bicycle) should not exceed **130 kg**. Under certain circumstances this permissible overall weight can be further limited by the component manufacturers' recommendations for use.
- STEVENS city and trekking bicycles are designed for a trailer load of 40 kg without and 80 kg with trailer brake.

Category 2: STEVENS road racing and triathlon bikes as well as time trial machines

This category describes STEVENS road racing and triathlon bikes as well as time trial machines. These are in general road racing bikes with racing handlebars or straight handlebars, triathlon or time trial bicycles. The tyre width is very narrow and measures 22 to max. 28 mm. STEVENS RACE Carbon, Aluminium, Time Trial and RACE Classic.

STEVENS road racing and triathlon bikes as well as time trial machines are intended for use on roads and trails with tarred or paved surface, where the wheels remain in permanent contact to the ground.

- If you want to use STEVENS road racing and triathlon bikes as well as time trial machines on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see chapter "Legal Requirements for Riding on Public Roads" in your comprehensive STEVENS user manual on the enclosed CD-ROM.
- The **permissible overall weight** (rider incl. baggage and bicycle) should not exceed **115 kg** (exception: model Comet SL: 100 kg). Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers' recommendations for use. The following **weight limits** for the rider including equipment and STEVENS bicycle apply to special wheels:

| | |
|------------------------|--------|
| Lightweight: | 100 kg |
| Mavic: | 100 kg |
| DT Swiss: | 110 kg |
| STEVENS Citec Carbon: | 110 kg |
| STEVENS A42 Superaero: | 110 kg |
| Oxygen: | 110 kg |
| Fulcrum: | 109 kg |
- For STEVENS road racing and triathlon bikes as well as time trial machines (kids') bicycle trailers, pannier racks and child carriers are not permitted.

Category 3: STEVENS cyclo-cross bicycles

This category describes STEVENS cyclo-cross bicycles. They have 28-inch wheels with narrow tyres. The tyre width is 28 to max. 42 mm. STEVENS RACE Cyclo Cross.

STEVENS cyclo-cross bicycles are intended for hard-surface terrain, i.e. for tarred roads and bicycle lanes or gravel field tracks, where the wheels do not lose ground contact. In addition, they are well suited for well paved gravel paths and forest roads as well as off-road trails with a slight slope where a temporary loss of tyre contact with the ground due to small steps may occur.

**Danger:**

STEVENS bicycles of the category 2 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!



**Danger:**

STEVENS bicycles of the category 3 are not suitable for off-road use over challenging and blocked terrain, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

**Danger:**

STEVENS bicycles of the category 4 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

They are suitable for use on easy terrain and cyclo-cross competitions, however not for off-road use (mountain bike use), namely for all mountain, enduro, downhill (DH), freeride, dual slalom, downhill/freeride parks, jumps, drops and in bike parks etc.

- Due to their design and fittings, STEVENS cyclo-cross bicycles are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see chapter “**Legal Requirements for Riding on Public Roads**” in your comprehensive STEVENS user manual on the enclosed CD-ROM.
- The **permissible overall weight** (rider incl. baggage and bicycle) should not exceed **115 kg**. Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

Category 4: STEVENS cross bikes

This category describes **STEVENS cross bikes**. They have 28-inch wheels with narrow tyres. The tyre width is 28 to max. 42 mm. STEVENS ALLROUND X Premium, X Cross.

STEVENS cross bikes are intended for hard-surface terrain, i.e. for tarred roads and bicycle lanes or gravel field tracks, where the wheels do not lose ground contact. In addition, they are well suited for well paved gravel paths and forest roads as well as off-road trails with a slight slope where a temporary loss of tyre contact with the ground due to small steps may occur. They are not suitable for off-road use (mountain bike use), namely for all mountain, enduro, downhill (DH), freeride, dual slalom, downhill/freeride parks, jumps, drops and in bike parks etc.

- Due to their design and fittings, STEVENS cross bikes are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see chapter “**Legal Requirements for Riding on Public Roads**” in your comprehensive STEVENS user manual on the enclosed CD-ROM.
- The **permissible overall weight** (rider incl. baggage and bicycle) should not exceed **130 kg**. Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

Categories 5 to 7: Mountain bikes

The mountain bike itself describing one particular type of bike does not exist any longer. Various types of mountain bikes for specific uses have been developed instead. Be sure to use your STEVENS mountain bike only according to its intended use. Observe the traffic rules when riding on public roads.

- Due to their design and fittings, STEVENS mountain bikes of the categories 5 to 7 are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see chapter “**Legal Requirements for Riding on Public Roads**” in your comprehensive STEVENS user manual on the enclosed CD-ROM.
- The **permissible overall weight** (rider incl. baggage and bicycle) should not exceed **115 kg**. Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

The following weight limits for the rider including equipment and STEVENS bicycle apply to special wheels:

| | |
|-----------|--------|
| Mavic: | 100 kg |
| DT Swiss: | 110 kg |

Category 5: STEVENS cross-country, marathon and touring mountain bikes

This category describes **STEVENS cross-country, marathon and touring mountain bikes** and is typically represented by STEVENS mountain bike hardtails and full suspension STEVENS bikes with short suspension travel. STEVENS MTB Marathon 120, Carbon XC, Alloy XC.

STEVENS cross-country, marathon and touring mountain bikes are suitable for off-road use, but not for blocked terrain, tricks, stair riding etc., training and competitive use in the categories freeride, dirt, downhill. STEVENS bikes of this category can be used on surfaces permitted for bikes of the categories 1 and 3 and are in addition suitable for rough and unpaved terrains. Sporadic jumps are also included in the field of use of these STEVENS bikes. But particularly inexperienced riders doing jumps may land inappropriately, thus increasing the acting forces significantly which may result in damage and injuries. We recommend that you train your skills in a riding technique course. If necessary, ask your STEVENS dealer to inspect your STEVENS bicycle at shorter intervals than according to the service and maintenance schedule.

- For full suspension STEVENS mountain bikes trailers are not permitted.

**Danger:**

STEVENS bicycles of the category 5 are not suitable for use on blocked terrain, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

**Danger:**

Due to the higher stresses, these STEVENS bikes of category 6 should be checked for possible damage after every ride. Two inspections per year at least carried out by your STEVENS dealer are obligatory.

**Danger:**

Due to the higher stresses, these STEVENS bikes of category 7 should be checked for possible damage after every ride. Three inspections per year at least carried out by your STEVENS dealer are obligatory.

Category 6: STEVENS enduro and all mountain bikes

This category describes **STEVENS enduro** and **all mountain bikes**. Full suspension STEVENS bicycles with medium suspension travel are typical for this category. STEVENS: MTB Tour and MTB Enduro.

STEVENS enduro and **all mountain bikes** are designed for off-road use (Alp-cross etc.). STEVENS bikes of this category can be used on surfaces permitted for bikes of the categories 1, 3, 4 und 5. Furthermore, STEVENS bikes of this category are suitable for very rough and partly blocked terrain with steeper slopes and higher speeds as a result thereof. Regular jumps by experienced riders are no problem for these STEVENS bikes. The regular and durable use of these STEVENS bikes in bike parks, must however be excluded by STEVENS. In addition, these STEVENS bikes are not suitable for tricks, stair riding etc., training and competitive use in the categories freeride, dirt, downhill.

- For full suspension STEVENS mountain bikes trailers are not permitted.

Category 7: STEVENS dirt and freeride bikes

This category describes **STEVENS dirt** and **freeride bikes**. Hardtail frames with special strengthenings and designated dirt forks are typical for **STEVENS dirt bikes**. Full suspension bikes with very long suspension travels are typical for **STEVENS freeride bikes**.

STEVENS dirt bikes are intended for harder use on secured terrain. There are different types of dirt bikes which are either designed for tricks and show rides, jumps and freestyle in special obstacle parks, whereas others are intended for races. STEVENS bikes of this category are intended for very challenging, highly blocked and extremely steep terrains, which can only be mastered by well-trained riders with technical skills. Rather high jumps at very high speeds as well as the intensive use of specific, identified bike parks or downhill trails are typical for this category. In the case of these STEVENS bikes it is imperative to carry out a thorough check for possible damage after every ride. Preliminary damage with clearly inferior further stress can result in failure. A regular replacement of safety-relevant components must also be taken into account. Wearing special protectors is strongly recommended.

STEVENS freeride bikes are suitable for jumps and drops in most challenging terrains and in bike parks. Full suspension bikes with very long suspension travels are typical for this category.

- For full suspension STEVENS mountain bikes trailers are not permitted.

Category 8: STEVENS tandems

This category describes **STEVENS tandems**. STEVENS: Tandem.

STEVENS tandems are designed to be used by 1 or 2 riders. They can be used e.g. for off-road cycling on gravel field and forest tracks, however, not for rough terrain. They are not suitable for off-road use (mountain bike use), namely for all mountain, enduro, downhill (DH), freeride, dual slalom, downhill/freeride parks, jumps, drops etc.

- Due to their design and fittings, STEVENS tandems are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see chapter "**Legal Requirements for Riding on Public Roads**" in your comprehensive STEVENS user manual on the enclosed CD-ROM.
- The **permissible overall weight** (rider incl. baggage and bicycle) should not exceed **210 kg**. Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

Category 9: STEVENS track bicycles

This category describes **STEVENS track bicycles**. STEVENS: RACE Track.

STEVENS track bicycles are true-bred sports bikes and only intended for use on open or enclosed race tracks. The use of track bicycles on public roads or lanes is neither intended nor permitted.

- The **permissible overall weight** (rider incl. baggage and bicycle) should not exceed **115 kg**. Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers' recommendations for use.
- From a rider's weight of **85 kg (Miche)** or **110 kg (Citec/Scorpo)** on, it is recommended to shorten the service intervals in agreement with your STEVENS dealer.
- For STEVENS track bicycles (kids') bicycle trailers, pannier racks and child carriers are not permitted.

**Danger:**

Bicycles of the category 8 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

**Danger:**

STEVENS bicycles of the category 9 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!



Before Your First Ride

1. If you want to use your bicycle on public roads, it has to comply with the respective legal requirements. These regulations differ from country to country. Therefore, bicycles are not necessarily fitted completely. Ask your STEVENS dealer for the laws and regulations applicable in your country or in the country you intend to use the STEVENS bicycle. Have your STEVENS bicycle equipped accordingly, before using it on public roads.

2. Are you familiar with the brake system? Have a look at the bike card and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your STEVENS dealer to switch the brake levers before you set off for the first time.

Your new bicycle is equipped with modern brakes which may be far more powerful than those you were used to so far. Be sure to first practise using the brakes on a level, non-slip surface off public roads!

For more information see chapter **“The Brake System”** further below and in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

3. Are you familiar with the type and functioning of the gears? Ask your STEVENS dealer to explain you the gear system and make yourself familiar with your new gears in an area free of traffic, if necessary.

For more information see chapter **“The Gears”** further below and in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

4. Are both saddle and handlebars properly adjusted? The saddle should be set to a height from which you can just reach the pedal in its lowest position with your heel. Check whether your toes reach to the floor when you are sitting on the saddle.

For more information see chapter **“Adjusting the STEVENS Bicycle to the Rider”** further below and in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.



Note:

It is recommendable that you take out a private liability insurance. Contact your insurance agency. Becoming member in a bicycle association may also provide insurance coverage.



Danger:

Be aware that the distance you need to stop your bicycle increases, when you are riding with your hands on aerodynamic handlebars, on bar ends or on multi position handlebars. The brake levers are not always within easy reach.

5. If your STEVENS bicycle is equipped with clipless or step-in pedals: Have you ever tried the shoes they go with? Do not set off until you have practised engaging and disengaging the shoes from the pedals in stationary. Ask your STEVENS dealer to explain you the pedals.

For more information see chapter **“The Pedal Systems”** in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

6. If you have bought a STEVENS suspension bicycle, you should ask your STEVENS dealer to adjust the suspension mechanism to your needs before delivery. Improperly adjusted suspension components are liable to malfunction or damage. In any case they will impair the performance of your bicycle as well as your safety and joy whilst cycling.

For more information see chapters **“Suspension Forks”** and **“Full Suspension of the Mountain Bike Models”** further below and in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.



Danger:

In case you had a crash with your STEVENS bicycle, perform at least the check described in chapter **“Before Every Ride”**. Ride back very carefully by taking the shortest route possible, even if your STEVENS bicycle went through this check without any problems. Do not accelerate or brake hard and do not ride your bicycle out of the saddle. If you are in doubt, have yourself picked up by car, instead of taking any risk. Back home you need to check once again your STEVENS bicycle thoroughly. If you are in doubt or if you have any questions, please contact your STEVENS dealer.



Caution:

Before towing a trailer with your STEVENS bicycle or mounting a child carrier, have a look at the bike card and contact your STEVENS dealer.



Before Every Ride

Your STEVENS bicycle has undergone numerous tests during production and a final check has been carried out by your STEVENS dealer. Nevertheless, be sure to check the following points to exclude any malfunctioning that may be due to the transport of your STEVENS bicycle or to changes a third person may have performed on your bicycle before delivery:

1. Are the quick-release levers or the bolted connections of the front and rear wheel, the seat post and other components properly closed and tightened?

For more information see chapter **"How to Use Quick-Releases and Thru Axles"** further below and in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

2. Are the tyres in good condition and do they have sufficient pressure? The minimum and maximum pressure (in bar or PSI) is indicated on the tyre side.

For more information see chapter **"The Wheels"** in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

3. Spin the wheels to check whether the rims are true. Watch the gap between rim and brake pad or, in the case of disc brakes, between frame and rim or tyre. Untrue rims can be an indication of tyres with ruptured sides or broken axles or spokes.

For more information see chapter **"The Wheels"** in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

4. Test the brakes in stationary by firmly pulling the brake levers towards the handlebars. The brake pads of rim brakes must hit the rim evenly with their entire surface without touching the tyre during braking or in open condition or in between. Make sure you cannot pull the brake levers all the way to the handlebars and check the hydraulic brake cables for leaks. Check the thickness of the brake pads, as well.

With disc brakes you should directly get a positive braking response. If you have to actuate the brake lever more than once to get a positive braking response, have the STEVENS bicycle checked by your STEVENS dealer.



Danger:

Improperly closed quick-releases and other fastenings can cause components of your STEVENS bicycle to come loose and result in serious accidents!

For more information see chapter **"The Brake System"** further below and in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

5. Let your STEVENS bicycle bounce on the ground from a small height. If there is any rattling, see where it comes from. Check the bearings and bolts, if necessary.
6. If you want to ride on public roads, make sure your STEVENS bicycle is equipped according to the regulations of your country. Riding without lights and reflectors in dark or dim conditions is very dangerous. A lighting set that corresponds to the regulations is a must on public roads. Turn on the lights as soon as dusk sets in.

For more information see chapter **"Legal Requirements for Riding on Public Roads"** in your comprehensive STEVENS user manual on the enclosed CD-ROM.

7. In case you have a STEVENS bicycle with suspension, press down on your STEVENS bicycle and see whether the spring elements retract and extend as usual.

For more information see chapters **"Suspension Forks"** and **"Full Suspension of the Mountain Bike Models"** further below and in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

8. Make sure the kick-stand, is fully raised before you set off. Risk of accident!
9. Do not forget to take a high quality D- or chain lock with you on your ride. The only way to effectively protect your STEVENS bicycle against theft is to lock it to an immovable object.



Danger:

During use your STEVENS bicycle is undergoing stress resulting from the surface of the road and from the rider's action. Due to these dynamic loads, the different parts of your bicycle react with wear and fatigue. Please check your STEVENS bicycle regularly for wear marks, scratches, deformations, colour changes and any indication of cracking. Components which have reached the end of their service life may break without previous warning. Let your STEVENS dealer maintain and service your STEVENS bicycle regularly and in cases of doubt it is always best to replace components.



Danger:

Be aware that the distance you need to stop your bicycle increases, when you are riding with your hands on aerodynamic handlebars, on bar ends or on multi position handlebars. The brake levers are not always within easy reach.



Danger:

Do not use your STEVENS bicycle, if it fails on one these points! Riding a defective STEVENS bicycle can result in serious accidents! If you are in doubt or if you have any questions, please contact your STEVENS dealer.



How to Use Quick-Releases and Thru Axles

Quick-Releases

Most STEVENS bicycles are fitted with quick-releases to ensure fast adjustments, assembly and disassembly. Be sure to check whether all quick-releases are tight before you set off on your STEVENS bicycle. Quick-releases should be handled with greatest care, as they directly affect your safety.

Practise the proper use of quick-releases to avoid any accidents.

Quick-release mechanisms essentially consist of two operative elements:

1. The hand lever on one side which creates a clamping force via a cam when you close it.
2. The tightening nut on the other side with which the preload on the threaded rod (quick-release axle) is set.



Danger:

Never ride a STEVENS bicycle without having checked first whether the wheels are securely fastened. Risk of accident!



Danger:

With an insufficiently closed quick-release the wheel can come loose, thus creating a serious risk of accident!



Caution:

If your STEVENS bicycle is equipped with quick-releases, be sure to lock it to an immovable object together with the frame when you leave it outside.



Danger:

Do not touch the rotor directly after having stopped, e.g. after a long downhill ride, you may burn your fingers! Always let the rotor cool down before opening the quick-release!



Danger:

Make sure the levers of both wheel quick-releases are always on the side opposite to the chain. This will help you to avoid mounting the front wheel accidentally the wrong way round. In the case of STEVENS bicycles with disc brakes and quick-releases having a 5-mm-axle, it may be reasonable to mount the quick-release with the levers on the side of the chain drive. This would help you not to come into contact with the hot rotor and prevent you from having your fingers burnt. If you are in doubt or if you have any questions, contact your STEVENS dealer.

How to Fasten Components Securely with a Quick-Release

Open the quick-release. The marking "Open" on the lever should become visible now. Make sure the component to be fastened is in the accurate position.

For more information see chapters "Adjusting the STEVENS Bicycle to the Rider" and "The Wheels" further below and in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

Move the lever back, as if to close it. Now you should be able to read "Close" on the outside of the lever. When you start closing the lever you should feel virtually no resistance with your hand until the lever is at a right angle to the frame/fork.

When continuing to close the lever the resistance you feel should increase significantly and towards the end even more strength is required to close the lever. Use the ball of your thumb to push it in all the way while your fingers pull on an immovable part, such as the fork or the rear stay, but not on a rotor or spoke.

In its end position, the lever should be at a right angle to the quick-release axle, i.e. it should not stick out. The lever should lie close to the frame or the fork so that it cannot be opened accidentally. Make sure, however, that the lever is easy to handle for actual quick use.

To check whether the lever is securely locked apply pressure to the end of the hand lever and try to turn it while it is closed. If you can turn the lever around, open it and increase the preload. Screw the tightening nut on the opposite side clockwise by half a turn. Close the quick-release lever and check it again for tightness.

Finally lift the bicycle a few centimetres so that the wheel no longer touches the ground and slightly hit the tyre from above. If it is properly fastened, the wheel will remain firmly fixed in the drop-outs of the frame or fork without producing any rattling.

If your seat post is equipped with a quick-release mechanism, check whether the saddle is firmly fixed by trying to twist it relative to the frame.



Note:

To be on the safe side you can replace the quick-releases by special locks. They can only be opened and closed with a special, coded key or an Allen key. If you are in doubt or if you have any questions, contact your STEVENS dealer.





Thru Axles

Thru axles are mounted when STEVENS bicycles are exposed to high load, i.e. when riding cross-country, all mountain and enduro. They provide suspension forks with a suitable stiffness.



Useful Information for Mounting Wheels with Thru Axles

There is a wide range of thru axle systems available now. Some systems are tightened with quick-releases. Other systems may require special tools for assembly or disassembly.

Check the fixing after the first one to two hours of use and subsequently every 20 hours of use.



To dismount the wheel, open the quick-release of the axle at the fork. Once it is open the thru axle can be loosened and the axle can be fully removed from the hub.

If you are in doubt or if you have any questions, contact your STEVENS dealer.



Caution:

Check the thru axle fixing after one to two hours of use and subsequently every 20 hours of use.



Note:

Before mounting or replacing a fork/wheel combination with thru axle system, be sure to read first the operating instructions of the respective suspension fork or wheel manufacturer on the enclosed CD-ROM.



Danger:

Improperly mounted wheels may throw you off your bicycle or result in serious accidents! Ask your STEVENS dealer to show you how to handle the thru axle type you have.



Note:

Before dismounting the wheel or doing any maintenance work, be sure to read first the operating instructions of the thru axle and wheel manufacturer on the enclosed CD-ROM.



Caution:

To mount the axle only use the tools recommended by the manufacturer. Make it a rule to use a torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer! A too tight fixing of the axle can damage the axle or the fork leg.

Adjusting the STEVENS Bicycle to the Rider

Your body height and proportions are decisive for the frame size of your STEVENS bicycle. Make particularly sure there is enough space between your crotch and the top tube so that you do not hurt yourself, if you have to get off your bicycle quickly.

By choosing a specific type of bicycle you roughly determine the posture you will be riding in. However, some components of your STEVENS bicycle are especially designed so that you can adjust them to your body proportions up to a certain degree. This includes the seat post, the handlebars and stem as well as the brake grips or brake levers/shifters.

As these adjustments require know-how, experience, appropriate tools and a certain amount of skill, you should restrict yourself to the adjustment of the seating position. Ask your STEVENS dealer for the correct seating position or if you want something changed. They will see to your wishes the next time you leave your STEVENS bicycle at the workshop, e.g. for the first inspection.

After any adjustment/assembly work, be sure to make a short functional check as described in chapter “**Before Every Ride**” and do a test ride on your STEVENS bicycle in an area free of traffic.



Danger:

If you have a very small frame, there may be the danger of your foot colliding with the front wheel. Therefore, make sure your cleats are properly adjusted.



Danger:

All tasks described in the following require the know-how of a mechanic and appropriate tools. Make it a rule to tighten the bolted connections always with greatest attention. Increase the torque values bit by bit, checking the fit of the component in between. Use a torque wrench and never exceed the maximum torque values! The torque values are given in chapter “**Recommended Torque Settings**” in your comprehensive STEVENS user manual, directly on the components and/or in the instructions of the component manufacturers on the enclosed CD-ROM.



Note:

If sitting on the saddle causes you trouble, e.g. because it numbs your crotch, this may be due to the saddle. Your STEVENS dealer has a very wide range of saddles available and can offer advice on position.



Danger:

When replacing the saddle, make sure the saddle rail is compatible with the seat post. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Note:

The seating position depends highly on how you want to use the STEVENS bicycle. Ask your STEVENS dealer or your trainer for help. The advices given below are suitable for typical road racing, city, trekking and cross-country/marathon bikes.



Adjusting the Saddle to the Correct Height

The correct saddle height depends on the length of your legs. When pedalling, the ball of your foot should be positioned above the centre of the pedal axle. With your feet in this position you should not be able to stretch your legs completely straight at the lowest point, otherwise your pedalling will become awkward. Check the height of your saddle with flat-soled shoes. This is best done with suitable cycling shoes. Sit on the saddle and put your heel on the pedal at its lowest point. Your leg should be fully stretched and your hips should remain horizontal.

To adjust the saddle height loosen the quick-release lever (see chapter **“How to Use Quick-Releases and Thru Axles”**) or the binder bolt of the seat post clamp at the top of the seat tube. The latter requires suitable tools, e.g. an Allen key, with which you turn the bolt two to three turns anticlockwise.



Danger:

When riding steep downhill courses on your mountain bike, a lower saddle height is often better for some riding manoeuvres. This allows a better control of the STEVENS bicycle.



Caution:

If the seat post does not move easily inside the seat tube or if it cannot be tightened sufficiently, ask your STEVENS dealer for advice! Do not use brute force!



Note:

Children and adolescents need to have the saddle height and the position of saddle and handlebars checked at least every three months!



Rule of thumb to determine the suitable saddle height:

Inside leg (barefoot) x 0.885

Now you can perform the vertical adjustment of the seat post. Be sure not to pull out the seat post too far – the mark on the seat post (max., min., stop or the like) should always remain within the seat tube – and to grease the surface of an aluminium or titanium seat post that is inserted into a seat tube made of aluminium, titanium or steel. Do not grease carbon seat posts and/or carbon seat tubes in the clamping area! Use special carbon assembly paste instead.

Align the saddle with the frame by using the saddle nose and the bottom bracket or top tube as a reference point.



Clamp the seat post tight again by closing the quick-release, as described in chapter **“How to Use Quick Releases and Thru Axles”** or by turning the seat post binder bolts clockwise in half turns. You should not need much strength in your hands to clamp the seat post sufficiently tight. Otherwise the seat post does not match the frame.



Verify in between that the seat post is sufficiently tight by taking hold of the saddle at both ends and then trying to rotate the seat post inside the seat tube. If it does rotate, gently retighten the clamping bolt by half a turn and do the check again.

Does the leg stretch test now produce the right result? Check by moving your foot and pedal to the lowest point. When the ball of your foot is exactly above the pedal centre in the ideal pedalling position, your knee should be slightly bent. If it is, you have adjusted the saddle height correctly. Check whether you can touch the ground safely while sitting on the saddle by stretching your feet to the floor. If you cannot, you should lower the saddle a little, at least to begin with.



Caution:

Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!



Danger:

Never ride your bike with the seat post drawn out beyond the limit, maximum, or stop mark! The seat post might break or cause severe damage to the frame. In the case of frames with seat tubes that extend beyond the top of the frame's top tube the seat post should be inserted into the seat tube at least below the bottom of the top tube and below the top of the seat stays! If seat post and frame require different minimum insertion depths, you should opt for the deeper insertion depth.



Danger:

Under no circumstances grease the seat tube of a carbon frame. If you mount a carbon seat post, do not put any grease on it, even if the frame is made of metal. Once greased, carbon components may never again ensure reliable clamping! Use special carbon assembly paste instead.



Danger:

Make sure not to overtighten the binder bolt of the seat post clamp. Otherwise you may damage the seat post or the frame. Risk of accident!

**Danger:**

The stem is one of the load bearing parts of your STEVENS bicycle. Changes to it can impair your safety. If you are in doubt or if you have any questions, contact your STEVENS dealer!

**Adjusting the Height of the Handlebars**

The height of the handlebars compared to the saddle and the distance between saddle and handlebars determine how much your upper body will be inclined forward. Lowering the handlebars gives you a streamlined position and brings more weight to bear on the front wheel. However, it also entails an extremely forward leaning posture which is tiring and less comfortable, because it increases the strain on your wrists, arms, back, upper body and neck.

There are three different stem systems that allow vertical adjustment of the handlebars, i.e. **the conventional, the adjustable and the Aheadset®-stem**. These systems require special knowledge. In this regard, the descriptions hereafter may be incomplete. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Conventional Stems

Handlebars with conventional stems allow limited vertical adjustment. This is done by moving the stem up or down inside the fork steerer tube.

For more information see chapter **“Adjusting the Height of the Handlebars”** in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

**Danger:**

Never ride a STEVENS bicycle with a stem that has been drawn out beyond the mark for the maximum permissible height! Check all bolted connections and test your brakes before you set off!

**Danger:**

The bolted connections of stem and handlebars have to be tightened to the prescribed torque values. If you disregard the prescribed values, the handlebars or stem may come loose or break. Use a torque wrench and never exceed the maximum torque values! The torque values are given in chapter **“Recommended Torque Settings”** in your comprehensive STEVENS user manual, directly on the components and/or in the instructions of the component manufacturers on the enclosed CD-ROM.

**Caution:**

Never try to unscrew the top race of the headset when you only want to adjust the stem, as you will otherwise alter the bearing play!

Adjustable Stems

There are various solutions for adjusting the tilt of the front part of adjustable stems: Some designs use bolts on the sides of the joint, others have bolts coming from above or below, and other again are equipped with additional locking mechanisms or adjusting bolts.

For more information see chapter **“Adjusting the Height of the Handlebars”** in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

Stems for Threadless Systems, the Aheadset®-System

In the case of STEVENS bicycles with Aheadset® the stem also serves to adjust the bearing preload. If you change the position of the stem you have to readjust the bearing play (see chapter **“Headset”** in your comprehensive STEVENS user manual on the enclosed CD-ROM).

The vertical setting range is determined by the intermediate rings, also referred to as spacers. In the case of flip-flop stem models the stem can be mounted the other way round to achieve a different handlebar height.

**Caution:**

Keep in mind that readjusting the position of the stem changes the position of handlebars, brake and shift levers. Readjust these components, as described in chapter **“Adjusting the Tilt of Handlebars, Bar Ends and Brake Levers”**.

**Note:**

When doing any adjusting, observe the instructions of the stem manufacturer on the enclosed CD-ROM. Ask your STEVENS dealer to explain you both function and adjustment of your stem or let him do that work.

**Danger:**

These routines require a certain amount of manual skill and (special) tools and are best left to your STEVENS dealer. Nevertheless, if you want to try it by yourself, see chapter **“Adjusting the Height of the Handlebars”** in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.



Correcting the Fore-to-Aft Position and Tilt of the Saddle

The inclination of your upper body, and hence your riding comfort and riding dynamics, are also influenced by the distance between the grips of the handlebars and the saddle. This distance can be altered slightly by changing the position of the saddle rails in the seat post clamp. However, this also influences your pedalling. Whether the saddle is positioned more to the front or to the back of the bicycle will alter how rearward the pedalling position of your legs is. You need to have the saddle horizontal in order to pedal in a relaxed manner. If it is tilted, you will constantly have to lean against the handlebars to prevent yourself from slipping off the saddle.

Adjusting Saddle Position and Tilt

With **patent seat posts** a single bolt fixes the clamping mechanism, which controls both the tilt and the horizontal position of the saddle. Some seat posts have two bolts side-by-side.

Release the bolt(s) at the top of the seat post. Release the bolt(s) two to three turns anticlockwise at the most, otherwise the whole assembly can come apart. Move the saddle forward or backward by sliding its rails in the loosened seat post clamp. You may have to give the saddle a light tap to move it.

Please observe the markings on the saddle rail. Make sure the seat of the saddle remains horizontal as you retighten the bolt(s). The STEVENS bicycle should stand on level ground while you adjust the saddle.



Danger:

Poorly tightened or loosening bolts can fail. Risk of accident!



Danger:

The setting range of the saddle is very small. Replacing the stem allows you to make far bigger adjustments to the rider's fore-to-aft position, as stems come in different lengths. In doing so you may achieve differences of more than ten centimetres. In this case you usually would have to adjust the length of the cables – a job best left to your STEVENS dealer!



Danger:

Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the operating instructions of the component manufacturers on the enclosed CD-ROM.

Having found your preferred position, make sure both clamp halves fit snugly around the saddle rails before tightening the bolt(s) to the correct torque value as prescribed by the seat post manufacturer.

Retighten the bolt(s) with a torque wrench according to the instructions of the manufacturer. After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle.



Danger:

The bolted connections of the seat post have to be tightened to the prescribed torque value. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in chapter **“Recommended Torque Settings”**, directly on the components and/or in the operating instructions of the component manufacturers on the enclosed CD-ROM.



Danger:

Make sure the saddle is clamped within the range of the marking on the saddle rail. Otherwise the saddle rail can fail! Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the operating instructions of the component manufacturers on the enclosed CD-ROM.



Danger:

The saddle clamping bolts are among the most delicate bolts of the entire STEVENS bicycle. Therefore, strictly observe the recommended minimum and maximum torque values. Do not under- or overtighten. You will find the prescribed values in chapter **“Recommended Torque Settings”**, directly on the components and/or in the operating instructions of the component manufacturers on the enclosed CD-ROM. Always use a torque wrench.



Adjusting the Tilt of the Handlebars, Bar Ends and Brake Levers

Adjusting the Brake Lever Reach on STEVENS Road Racing Bicycles

Riders with small hands, in particular, should ask their STEVENS dealer to adjust the brake lever position, i.e. the position where the brake starts to be effective, to the length of the rider's fingers immediately on purchase.

Some models of various brands allow an adjustment at the brake lever/shifter, e.g. by means of adjusting bolts or spacers. In the case of the other models the brake cables are clamped according to your wishes at the brake bodies. Adjusting bolts located in this area only serve to compensate brake pad wear.

Have the lever reach adjusted and make sure the first phalanx of the index finger reaches around the brake lever/shifter. Check the proper adjustment and functioning of the brake system subsequently, as described in chapter **"The Brake System"** in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

What to Bear in Mind with Time Trial Handlebars of STEVENS Triathlon and Time Trial Machines

In triathlon sport and time trial, where a particularly aerodynamic seating position is important, so called aero handlebars are used. With these aero models the shift levers are often positioned at the handlebar ends, the brake levers at the ends of bull-horn handlebars. When you ride with your back in a horizontal position, the brake levers are out of reach and the reaction time is longer, which makes your stopping distance longer. For this reason it is very important to anticipate problems when riding.

Within certain limits the position of the handlebars can be adjusted according to your personal preferences. That means that the straight part of the aero bars should point only slightly downwards or upwards. The basic handlebars should be parallel to the ground or point slightly upwards. Make sure your forearms are always comfortably rested, i.e. your elbows should project beyond the armrests a little towards the rear.



Note:

There are brake levers/shifters from Shimano and SRAM that are suitable for small hands. If you have any problems with the brake lever reach, contact your STEVENS dealer.



Danger:

Note that the distance you need to stop your bike increases, while riding with the hands on the top handlebars. The brake levers are not always within easy reach.

Adjusting the Tilt of the Handlebars and Brake Levers of STEVENS Road Racing Machines and Cyclo-Cross Bicycles

The straight extensions below the drops should be parallel to the ground or point slightly downwards towards the rear. The ends of the brake lever/shifter units should meet an imaginary extension of the bottom line of the drops, the upper part of the lever is then in horizontal position or points slightly upwards. Shifting the brake levers/shifters is a job best left to your STEVENS dealer, as it involves retaping the handlebars afterwards.

To adjust the tilt of the handlebars, release the Allen bolt(s) on the underside or front side of the stem. Turn the handlebars to the desired position. Make sure the handlebars are accurately centred in the stem.

Carefully retighten the bolt(s) with the torque wrench. Make sure the upper and lower clamping slots of the stem are parallel and identical in width. If you have a stem with several bolts, tighten them evenly in a cross pattern by using a torque wrench and observe the recommended torque values.

Try rotating the handlebars once clamped in the stem and tighten the bolt a little more, if necessary. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values directly on the components and/or in the operating instructions of the component manufacturers on the enclosed CD-ROM.

Adjusting the Brake Lever Reach on STEVENS City, Trekking, Cross, Kids' and Mountain Bikes

With most brake systems the distance between the brake levers and the handlebar grips is adjustable. This gives in particular riders with small hands the convenience of bringing the brake levers closer to the handlebars.

On most bicycles there is a small adjusting screw near the point where the brake cable of a cable brake enters the brake lever unit or at the lever itself. Turn the bolt clockwise and watch how the lever adjusts as you do so.



Danger:

Make sure you cannot pull the brake levers all the way to the handlebars. Your maximum brake force should be reached short of this point.





Hydraulic brakes are also fitted with adjusting devices at the brake lever. There are different systems; ask your STEVENS dealer for advice or read the instructions of the component manufacturers on the enclosed CD-ROM.

When adjusting the lever reach, make sure the first phalanx of the index finger reaches around the brake lever. Check the proper adjustment and functioning of the brake system subsequently, as described in chapter **“The Brake System”** further below and in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.



Adjusting the Tilt of Handlebars, Bar Ends and Brake Levers of STEVENS City, Trekking, Cross, Kids' and Mountain Bikes

The handlebars are usually slightly bent at the ends. Set the handlebars to a position in which your wrists are relaxed and not turned too much outwards.

To adjust the angle of the handlebars, release the Allen bolt(s) on the underside or front side of the stem. Turn the handlebars to the desired position. Make sure the handlebars are accurately centred in the stem. Carefully retighten the bolt(s) with the torque wrench.

Make sure the upper and lower clamping slots of the stem are parallel and identical in width. If you have a stem with several bolts, tighten them evenly in a cross pattern by using a torque wrench and observe the recommended torque values.



Danger:

Make sure you cannot pull the brake levers all the way to the handlebars. Your maximum brake force should be reached short of this point.



Note:

If you have hydraulic brakes and disc brakes, follow the instructions of the brake manufacturer. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Try rotating the handlebars once clamped in the stem and tighten the bolt a little more, if necessary. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values directly on the components and/or in the operating instructions of the component manufacturers on the enclosed CD-ROM.

After adjusting the handlebars you need to adjust the brake and shift lever mounts. Release the Allen bolt at either mount. Turn the levers relative to the handlebars. Sit in the saddle and place your fingers on the brake levers.

Check whether the back of your hand forms a straight line with the line of your forearm. Retighten the mounts with a torque wrench and do a twist test!

Bar ends and multi position handlebars give you additional ways of gripping the handlebars. Bar ends are usually fixed in a position that gives the rider a comfortable grip when pedalling out of the saddle, i.e. almost parallel to the ground or tilted slightly upwards (by about 25°).

Release the bolts, which are usually located on the underside of the bar ends, by one to two complete turns. Turn the bar ends to the desired position making sure the angle is the same on both sides. Retighten the bolts to the required torque value. Check whether the bar ends are firmly fixed by trying to twist them out of position.



Danger:

Be aware that the distance you need to stop your bicycle increases, when you are riding with your hands on bar ends or on multi position handlebars. The brake levers are not always within easy reach.



Danger:

Never fix bar ends in vertical position or with their ends pointing rearwards as this would increase the risk of injury in the event of an accident.



Danger:

Tighten the bolts at the stem until the clamping slots between the stem body and the faceplate are parallel and identical in width in the top and in the bottom. Tighten the bolts evenly and in a cross pattern, i.e. alternately and gradually, by using a torque wrench to the lower value of the recommended torque settings.

**Danger:**

Ensure that braking surfaces and brake pads are absolutely free of wax, grease and oil. Risk of accident!

**Danger:**

Be careful while getting used to the brakes. Practise emergency stops in a place clear of traffic until you are comfortable controlling your STEVENS bicycle. This can save you from accidents.

**Danger:**

Wet weather reduces the braking effect and the road grip of the tyres. Be aware of longer stopping distances when riding in the rain, reduce your speed and actuate the brakes carefully.

**Caution:**

When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your STEVENS dealer will be pleased to help you.

The Brake System

Brakes are used for adjusting one's speed to the surrounding terrain and traffic. In an emergency situation, the brakes must bring the STEVENS bicycle to a halt as quickly as possible. In the event of such emergency braking, the rider's weight shifts forward abruptly, thus reducing the load on the rear wheel. The rate of deceleration is primarily limited by the danger of the rear wheel losing contact with the ground resulting in an overturning of the STEVENS bicycle and secondly by the tyres' grip on the road. Such a problem becomes particularly acute when riding downhill. Therefore, in case of an emergency braking situation you must try to shift your weight back and down as far as possible.

Actuate both brakes simultaneously and bear in mind that, due to the weight transfer, the front brake can generate a far better braking effect on a surface with good grip. The braking conditions on unpaved surfaces differ, i.e. overbraking the front wheel can make the wheel slip away. Therefore, be sure to practise braking on different kinds of surface in an area free of traffic.

For more information see chapter **"The Brake System"** in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers on the enclosed CD-ROM.

**Danger:**

The assignment of brake lever to brake calliper can vary, e.g. left lever acts on front brake. Have a look at the bike card and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your STEVENS dealer to switch the brake levers before you set off for the first time.

**Note:**

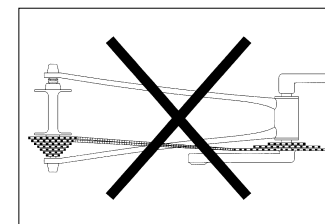
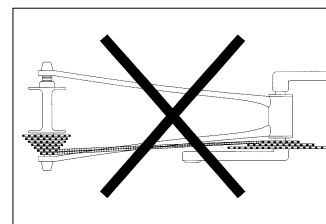
Read in any case the chapter **"The Brake System"** in your comprehensive STEVENS user manual as well as in the instructions of the brake manufacturer on the enclosed CD-ROM and make yourself familiar with its operation before your first ride.

The Gears

The gears of your STEVENS bicycle serve to adjust the gear ratio to the terrain you are riding on and the desired speed.

In the case of derailleur gears a low gear where the chain runs on the small chainring and on a large sprocket allows you to climb steep hills with moderate pedalling force. You must, however, pedal at a faster pace or higher frequency. High gears (large chainring, small sprocket) are for riding downhill. Every turn of the pedals takes you many metres forward at correspondingly high speed. Continue pedalling during gear shifting, however, at clearly reduced pedalling force.

Modern bicycles can have up to 33 gears. As there are, however, overlapping ranges, actually 15 to 18 gears are usable. It is not advisable to use gears which involve an extremely oblique run of the chain, as this reduces power transmission efficiency and hastens wear of the chain. An unfavourable run of the chain is when the smallest chainring is used with one of the two or three outermost (smallest) sprockets or when the largest chainring is used with one of the inmost (largest) sprockets.



In the case of **multi-speed hubs** and **gearbox shift systems** (Pinion) "1" stands for the first, lowest gear. The gears are shifted through one after the other, if possible without turning the pedals, at least however at reduced pedal pressure. The highest number stands for the highest gear.

NuVinci gear hubs are designed to allow stepless shifting by means of a twist grip within their range of gear ratio. With the NuVinci hub the force transmission is ensured by balls instead of toothed wheels.

With NuVinci the actual gear ratio is indicated to the cyclist on the display. If the cyclist climbs uphill, the gear ratio is low, on level ground the gear ratio is high.

For more information see chapter **"The Gears"** in your comprehensive STEVENS user manual as well as in the instructions of the gear manufacturer on the enclosed CD-ROM.

**Caution:**

Always make sure changing gears makes as little noise as possible and is absolutely jerk free.

**Caution:**

Practise shifting gears in a place free of traffic until you are familiar with the functioning of the levers or twist grips of your STEVENS bicycle.

**Note:**

Read in any case the chapter **"The Gears"** in your comprehensive STEVENS user manual as well as in the instructions of the gear manufacturer on the enclosed CD-ROM and make yourself familiar with its operation before your first ride.



Special Characteristics of Carbon

With components made of carbon (carbon-fibre-reinforced plastics), also referred to as CRP, some characteristics have to be kept in mind.

Carbon is an extremely strong material which combines high resistance with low weight. After overstress, however, carbon components, unlike metal parts, do not necessarily show durable or visible deformation even though some of the fibres may be damaged.



This makes it very dangerous to continue using the carbon component after an impact or undue stress, as it may fail without previous warning thereby causing an accident with unforeseeable consequences. For this reason we recommend that you have the component, or to be certain, the entire STEVENS bicycle checked by your STEVENS dealer after every incident, such as e.g. a crash.

They must be replaced at once! Prevent further use by taking appropriate measures, i.e. saw the component into pieces. Damaged carbon frames can possibly be repaired. Contact your STEVENS dealer.



Danger:

If carbon components on your STEVENS bicycle produce any creaking or cracking noises or show any external sign of damage, such as gouges, cracks, dents, discolourations etc., do not use the STEVENS bicycle any longer. Contact your STEVENS dealer immediately; they will check the component thoroughly.



Danger:

Do not combine carbon handlebars with bar ends or and aero bar, unless they have been specifically approved. Do not shorten carbon handlebars or clamp the brake and shift levers more in the middle than indicated or needed. Risk of breakage!



Caution:

Most clamps of bicycle carrier systems are potential sources of damage to large-diameter frame tubes! As a result thereof carbon frames can fail during use without previous warning. However, there are special-purpose models which are suitable, available in the car accessory trade. Inform yourself there or ask your STEVENS dealer for advice.

Components made of carbon should under no circumstances be exposed to excessive heat. Therefore, never have a carbon component enamelled or powder-coated. The temperatures required for doing so could destroy it. Do not leave carbon fibre components near a source of heat or in your car during hot or sunny weather.

Carbon components have, like all lightweight bicycle components, a limited service life. For this reason, change stem and handlebars at regular intervals (e.g. every three years), even if they have not experienced any undue stress, such as an accident.

When you intend to transport your STEVENS bicycle in the boot of your car, be sure to protect the bicycle or the carbon frame and components. Blankets, foam tubes or the like are a suitable padding to protect the sensitive material from damage.

Always park your STEVENS bicycle carefully and make sure it does not topple over. Carbon frames and components may already sustain damage by simply toppling over and thereby hitting e.g. a sharp edge.



Caution:

Do not clamp a carbon frame or seat post in the holding jaws of a work-stand! The components may sustain damage. Mount a sturdy (aluminium) seat post instead and use it to clamp the frame, or choose a work stand that holds the frame at three points inside the frame triangle or which clamps the fork and bottom bracket shell.



Note:

Protect the exposed areas of your carbon frame (e.g. the underside of the down tube) against rubbing cables or stone chips with special pads your STEVENS dealer keeps for sale.



Danger:

Make sure all carbon clamping areas are absolutely free of grease and other lubricants! Grease will penetrate the surface of the carbon material, thereby reducing the coefficient of friction. This will no longer provide reliable clamping within the prescribed torque values. Once greased, carbon components may never again ensure reliable clamping! Use special carbon assembly paste instead.



Suspension Forks

Lots of STEVENS bicycles, in particular mountain bikes and city/trekking bicycles, are equipped with suspension forks. This feature gives you better control of your STEVENS bicycle when riding cross-country or on rough road surfaces and ensures more ground contact for the tyre. It noticeably reduces the strain on you and your bicycle caused by the mechanical shocks from the terrain. Suspension forks differ in their types of spring elements and damping. The suspension is usually provided by coil springs or sealed air compartments. Damping is normally controlled by the use of oil.

To work perfectly, the fork has to be adjusted to the weight of the rider, the sitting posture and the intended use. Be sure to have this adjustment carried out by your STEVENS dealer at the moment of delivery. For more information see chapter **“Suspension Forks”** in your comprehensive STEVENS user manual as well as in the instructions of the fork manufacturer on the enclosed CD-ROM.



Danger:

The suspension fork should be set up and adjusted in a way that it does not reach the end of its travel, i.e. bottom out, unless in extreme cases. A spring rate which is too soft (or too low an air pressure) can usually be heard or felt as a “clunk” type noise. This noise is caused by the sudden complete compression of the suspension fork as it reaches bottom out. If the suspension fork frequently reaches bottom out, it will sustain damage over time, and so will the frame.



Note:

More information on adjusting and maintenance is available on the internet at srsuntour-cycling.com ridefox.com toxoholics.de rockshox.com sportimport.de



Danger:

Do not turn any screws in the vague hope of adjusting them somehow. You could release the fastening mechanism, thus causing an accident. All manufacturers normally mark adjustment devices with a scale or with “+” signs (for stronger damping/harder suspension) and with “-” signs.



Danger:

Suspension forks are designed in a way to absorb shocks. If the fork is too rigid and jammed, the terrain induced shocks pass directly into the frame without any damping. This could damage the Lockout itself as well as the frame. If your fork has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).



Note:

Suspension fork manufacturers normally include instructions with their deliveries. You find these instructions on the enclosed CD-ROM. Read them carefully before changing any settings or doing any maintenance work on your suspension fork.

Full Suspension of the Mountain Bike Models

Full suspension bikes are not only equipped with a suspension fork but also with movable rear stays which are sprung and damped by a rear shock. This feature gives you better control of your STEVENS bicycle when riding cross-country or on rough road surfaces. It noticeably reduces the strain on you and your bicycle caused by the mechanical shocks from the terrain. With rear shock normally works with an air spring element or – less frequently – with coil springs. Damping is usually controlled by the use of oil.

To work perfectly, the rear shock has to be adjusted to the weight of the rider, the sitting posture and the intended use. Be sure to have this adjustment carried out by your STEVENS dealer at the moment of delivery.

For more information see chapter **“Full Suspension of the Mountain Bike Models”** in your comprehensive STEVENS user manual as well as in the instructions of the rear shock manufacturer on the enclosed CD-ROM.



Danger:

Full suspension frames are designed in a way to absorb shocks. If the rear shock is too rigid and jammed, the terrain induced shocks pass directly into the frame without any damping. This could damage the rear shock itself as well as the frame. If your rear shock has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).



Danger:

Do not turn any screws in the vague hope of adjusting them somehow. You could release the fastening mechanism, thus causing an accident. All manufacturers normally mark adjustment devices with a scale or with “+” signs (for stronger damping/harder suspension) and with “-” signs.



Danger:

Do not ride your bicycle, if the rear shock often bottoms out. This could damage the rear shock itself as well as the frame. Always adjust the spring rate to the rider's weight and riding conditions.



Danger:

A too strong damping of the rear frame can result in a sluggish rebound movement with a rear shock that will not recover when exposed to a quick series of impacts. Risk of accident!



Note:

Rear shock manufacturers normally include instructions with their deliveries. You find these instructions on the enclosed CD-ROM. Read them carefully before changing any settings or doing any maintenance work on your rear shock.



Note:

More information on adjusting and maintenance is available on the internet at ridefox.com toxoholics.de rockshox.com sportimport.de



Warranty and Guarantee for STEVENS Bicycles

Warranty

Your STEVENS bicycle was manufactured with care. Normally it is delivered to you by your STEVENS dealer fully mounted. As direct purchaser you have full warranty rights within the first two years after purchase. Please contact your STEVENS dealer in the event of defects. To ensure a smooth handling of your claim, it is necessary to present your receipt, your bike card, the handover report and the stamped service reports. Therefore, please keep these documents in a safe place.

To ensure a long service life and good durability of your STEVENS bicycle, use it only for its intended purpose (see chapter **"Before your First Ride"**). Please also observe the permissible load specifications as specified there and in the bike card. Be sure to strictly follow the mounting instructions of the manufacturers (above all the tightening torques of the bolts) as well as the prescribed maintenance schedule. Please observe the checks and routines that are listed in the present user manual and the manuals supplied or the replacement of safety-relevant components, such as handlebars, brakes etc, if necessary.

A Note on Wear

Some components of your STEVENS bicycle are subject to wear due to their function. The rate of wear will depend on care and maintenance and the way you use your pedelec (mileage, riding in the rain, dirt, salt etc.). Bicycles that are often left standing in the open may also be subject to increased wear through weathering.



Note:

The law referring to full warranty rights is only valid in the countries where the law has been ratified according to the renewed European regulations. Please inform yourself about the situation in your country.



Note:

The coating/paint of frames and forks is subject to particular consideration, i.e. the coating is, by nature, exposed to stress during use and can wear down or be affected by minor damage. This type of wear or damage as a result of mechanical stress (e.g. scratches due to rough contact with other objects) is not covered by the terms of warranty.

These components require regular care and maintenance. Nevertheless, sooner or later they will reach the end of their service life, depending on condition and intensity of use. These components must be replaced once they have reached their limit of wear:

- a. The chain
- b. The brake pads
- c. The brake fluid (DOT)
- d. The rotors
- e. The brake cables and housings
- f. The seals of suspension elements
- g. The grip coverings or bar tape
- h. The bowden cables and housings
- i. The chainrings
- j. The tyres
- k. The sprockets
- l. The saddle covering
- m. The bowden cables
- n. The pulleys
- o. The gear housings
- p. The lubricants

The pads of rim brakes are subject to wear due to their function. If you use your bicycle for competitive cycling or in hilly terrain, the brake pads may have to be replaced quite frequently. Check your brake pads regularly and have them replaced by your STEVENS dealer, if necessary.

- q. The rims (of rim brakes)

Braking causes wear not only to the brake pads, but also to the rims. Therefore, check your rims regularly, e.g. when inflating the tyres. Some rims have wear indicators, such as rings or grooves that become visible when the rim has reached its limit of wear. There are some models where the wear indicators disappear, when the rim thickness has reached a critical point. Observe the specifications marked on the rim. Ask your STEVENS dealer to examine the remaining thickness of the rims at the latest when you are through your second set of brake pads. Rim walls that become deformed or show hair cracks when the tyre pressure is increased have reached the end of their service life. The rim must be repaired.

- r. Lighting set and reflectors

The lighting is essential for your safety on the road, especially at night. Check the function and condition of the reflectors before every ride. Light bulbs are subject to wear due to their function. Always have a set of spare bulbs with you so that you can replace them, if necessary.



STEVENS
 B I K E S


Warranty Rules of STEVENS Vertriebs GmbH

STEVENS Vertriebs GmbH guarantees the quality and durability of the STEVENS bicycles. A STEVENS bicycle is a bicycle suitable for its intended purpose which we have assembled using components and branded accessories of well renowned manufacturers. Should defects occur to the bicycle or one of its parts during the warranty period, we will, at our choice, repair or replace it, with you (as the first buyer) having to tolerate minor deviations in model, dimensions and colour. Suspension forks, Shimano components and other branded accessories are not handled through STEVENS but through the part manufacturers' national distributors. For any complaints about goods of other brands, even if they have been sold and supplied by us, please first contact the distributor, or the manufacturer directly, and use their forms.

On the manufacturers' websites, you can usually also find manuals and technical instructions as well as contacts for further questions. In all cases, the specialist STEVENS dealer is the person to contact and accepts end-users' enquiries.

From the date of the sale to the first buyer, the warranty periods will be

- Aluminium frames and forks* 5 years
- Carbon frames and forks* 5 years
- Full suspension frames* 5 years
- Other components 2 years

Please note the following rules for an easy remedy in the event of possible defects: The STEVENS warranty, which is not transferable, applies only to the first buyer and only if the customer's sales receipt and a copy of the completed bike card and delivery receipt are presented and if the compliance with, and observance of, our above-mentioned notes contained in the manual (No. 1-13) / the operating instructions as well as the regular inspections carried out by dealers are proved (chapter "**Service and Maintenance Schedule**").

The warranty does not cover any labour or transportation costs as well as consequential costs caused by defects. Proper use is a prerequisite for services under this warranty.



Note:

The rights of the end-user/customer from the warranty remain unaffected by the present guarantee.



Note:

* The coating/paint of frames and forks is subject to particular consideration, i.e. the coating is, by nature, exposed to stress during use and can wear down or be affected by minor damage. This type of wear or damage as a result of mechanical stress (e.g. scratches due to rough contact with other objects) is not covered by the terms of warranty.

STEVENS
 B I K E S


Damage caused by wear and tear, neglect (lack of care and maintenance), falls, overloading, improper assembly (failure to observe the manufacturers' assembly instructions) or care as well as changes to the STEVENS bicycle (addition or alteration of additional components) shall be excluded. In the case of jumps or any other overloading, as well as any violation of our recommendations or those of our authorized dealers, no claims under this warranty exist.

Obvious defects of the products shall be reported within 8 days from delivery; any concealed damage shall be reported immediately after it becomes known, but within the warranty period.

In the case of any **unjustified returns**, we will charge a lump sum for expenses. Our warranty, which is restricted to the territory of your country, does not take into account any further claims against us, particularly any claims for price reduction or damages. The performance of services under this warranty does not mean any extension or recommencement of the warranty period.

Special Notes, Notes on Safety

In view of a long lifetime, a long durability of the components and any claims being made under this warranty, the manufacturers' assembly instructions (including, without limitation, torques for screws) as well as the prescribed maintenance intervals must be observed precisely. Some examples: Rear shock fixing screws which are too tight impose a load on the frame and may cause consequential damage.

If you use your STEVENS bicycle for riding on public roads, it has to be equipped according to the regulations of your country. Pay particular attention to your bicycle being equipped with the prescribed lighting set and reflectors. Ask a bicycle specialist shop of your trust to inform you about the regulations in force in your country. The requirements of the CEN / DIN / ISO standards specific to the bicycle types as well as the equipment safety legislation in your country shall be taken into account by the dealer/fitter. Not all STEVENS bicycles are supplied together with all attachment parts.



Danger:

Ask your STEVENS dealer to check your STEVENS bicycle after a fall. If you are in doubt, replace at least handlebars and stem to be on the safe side.



Note:

If you use your STEVENS bicycle for riding on public roads, it has to be equipped according to the regulations of your country. Pay particular attention to your bicycle being equipped with the prescribed lighting set and reflectors. Not all STEVENS bicycles are supplied together with all necessary attachment parts.



General Notes on Care and Servicing

Maintenance and Servicing

Your STEVENS dealer will have assembled and adjusted your STEVENS bicycle ready for use when you come to collect it. Nevertheless, your STEVENS bicycle needs regular servicing. Have your local STEVENS dealer do the scheduled maintenance work. This is the only way to ensure that all components function according to their constructive design.



Danger:

Tyres of other dimensions can impair the safety of your STEVENS bicycle. Therefore, only replace tyres by tyres of identical type and size. In case a component needs to be replaced, only use original spare parts, if possible. Contact your STEVENS dealer.



Danger:

If a component needs to be replaced, make it a rule to only use original spare parts. Wearing parts of other manufacturers, e.g. brake pads or chains, may render your STEVENS bicycle unsafe. Risk of accident!



Caution:

Do not clean your STEVENS bicycle with a high-pressure cleaner or a water jet and if you do, be sure to keep it at a distance. Do not aim at the bearings.

The bicycle will be due for its first service after 100 to 300 kilometres (60 to 180 miles), 5 to 15 hours of initial use or four to six weeks. The bedding-in period typically involves spokes slightly losing tension or gears becoming out of adjustment, so there is every reason to have your dealer service the STEVENS bicycle at this stage. This bedding and settling in process is unavoidable. Therefore, remember to make an appointment with your STEVENS dealer for the first service of your new STEVENS bicycle. The first service is very important for both functioning and durability of your STEVENS bicycle.

The intended use of the STEVENS bicycle includes regular servicing and the replacement of worn out parts in time, e.g. chains, brake pads or Bowden and brake cables, and therefore has an influence on the warranty and the guarantee, as well. It is advisable to have your STEVENS bicycle serviced regularly by your STEVENS dealer after the bedding-in period. If you ride a great deal on poor road surfaces or cross-country, it will require correspondingly shorter service periods. For more information see chapter **“Service and Maintenance Schedule”**.



Danger:

Servicing and repairs are jobs best left to your STEVENS dealer. If you have your bicycle serviced by anyone else than an expert, you run the risk that parts of your STEVENS bicycle will fail. Risk of accident! When working on your STEVENS bicycle restrict yourself to jobs for which you have the suitable tools, e.g. a torque wrench, and the necessary knowledge.

Cleaning and Caring for Your STEVENS Bicycle

Dried sweat, dirt and salt from riding during the winter or in sea air can harm your STEVENS bicycle. You should therefore make it a habit of cleaning all components at regular intervals.

Avoid cleaning your bicycle with a high-pressure cleaner. The high-pressure water ejected in a narrowly focused jet may pass through seals and penetrate bearings. This leads to the dilution of lubricants and consequently to greater friction. This destroys and impairs the functioning of the bearing races in the long term. Pressurised water also tends to abrade frame stickers.

A much more gentle way of cleaning your bicycle is with a low pressure water jet or a bucket of water and a sponge or a large brush. Cleaning your bicycle by hand has another positive side-effect: you may discover defects in the paint as well as worn or defective components at an early stage. Inspect the chain after you have finished cleaning and oil it, if necessary (see chapter **“Chain Maintenance”** in your comprehensive STEVENS user manual on the enclosed CD-ROM). Apply a coat of standard hard wax on painted, metal and carbon surfaces (except from brake surfaces). Polish the waxed surfaces after drying to give them a nice shine.



Danger:

Keep cleaning agents and chain oil clear of the brake pads, rotors and rim sides (brake surfaces). This could render the brake ineffective (see chapter **“The Brake System”** in your comprehensive STEVENS user manual as well as in the instructions of the brake manufacturer on the enclosed CD-ROM)! Never grease or lubricate the clamping areas of a frame made of carbon, e.g. handlebars, stem, seat post and seat tube. Once greased, carbon components may never again ensure reliable clamping!

Safekeeping and Storing Your STEVENS Bicycle

If you regularly look after your STEVENS bicycle during the season, you will not need to take any special measures when storing it for a short time, apart from securing it against theft. Store your bicycle in a dry, well aerated place. If you want to store your STEVENS bicycle for a longer period of time, e.g. over the winter months, please observe the following things: Inflated inner tubes tend to gradually lose air when the bike is not used for a long time. If your STEVENS bicycle is left standing on flat tyres for an extended period, this can cause damage to the structure of the tyres. It is therefore better to hang the wheels or the entire STEVENS bicycle or to check the tyre pressure regularly. Clean your STEVENS bicycle and protect it against corrosion. Your STEVENS dealer has special cleaning agents, e.g. spray wax.

Remove the seat post and allow for any moisture that may have entered to dry away. Spray a little finely atomized oil into the metal seat tube. However, do not apply oil in a carbon seat tube. Shift the gear to the smallest chainring and the smallest sprocket. This relaxes the cables and the springs.



Note:

There are hardly any waiting times at your STEVENS dealer during the winter months. In addition, many of the STEVENS dealers offer an annual check-up at a special price. Benefit from the idle time and ask your STEVENS dealer to do the scheduled maintenance work!



Danger:

While cleaning, watch out for cracks, scratches, dents as well as deformed or discoloured material. Have defective components replaced immediately and touch up paint defects. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Caution:

Only use petroleum based solvents for cleaning tough oil or grease stains from paint and carbon surfaces. Never use degreasing agents containing acetone, methyl chloride or the like, or solvent-containing, non-neutral or chemical cleaning agents that could attack the surface!

Service and Maintenance Schedule

It is advisable to have your STEVENS bicycle serviced regularly after the bedding-in period. The schedule given in the table below is a rough guide for cyclists who ride their bicycle between 1,000 and 2,000 km (600 to 1,200 miles) or 50 to 100 hours of use a year.

If you consistently ride more or if you ride a great deal on poor road surfaces, the maintenance periods will shorten accordingly.

| Component | What to do | Before Every Ride | Monthly | Annually | Others |
|---------------------------------|---|-------------------|---------|----------|---|
| Lighting | Check function | x | | | |
| Tyres | Check pressure | x | | | |
| | Check tread and side walls | | x | | |
| Brakes (rim brakes) | Check lever travel, wear of brake pads, position of pads relative to rim; test brakes in stationary | x | | | |
| Brakes (drum/roller) | Lever travel, test brakes in stationary | x | | | |
| Brakes, brake pads (rim brakes) | Clean | | x | | |
| Brake cables, pads hoses | Visual inspection | | x | | |
| Brakes (disc brakes) | Check lever travel, wear of brake pads, check seals, test brakes in stationary | x | | | |
| | Replace liquid (Dot-liquids) | | | • | |
| Suspension fork | Check and retighten bolts, if necessary | | | • | |
| | All-inclusive service (change oil) | | | • | |
| Rims (of rim brakes) | Check thickness, replace if necessary | | | | • after 2nd set of brake pads |
| Fork (rigid) | Check and replace, if necessary | | | | • at least every 2 years |
| Bottom bracket | Check for bearing play | | x | | |
| | Dismount and regrease (cups) | | | • | |
| Chain | Check and grease, if necessary | x | | | |
| | Check wear, replace, if necessary Derailleur gears | | | | • after 1,000 km (600 miles) or 50 hours of use |
| Telescopic seat post | Service | | | x | |
| Crank | Check and retighten, if necessary | | x | | |

| Component | What to do | Before Every Ride | Monthly | Annually | Others |
|--|---|-------------------|---------|----------|-------------------------------|
| Painted/anodised/carbon surfaces | Polish | | | | x at least every 6 months |
| Wheels/spokes | Check for trueness and tension | | x | | |
| | True or retighten | | | | • if necessary |
| Handlebars and stem (made of aluminium and carbon) | Check and replace, if necessary | | | | • every 2 years at the latest |
| Headset | Check for bearing play | | x | | |
| | Regrease | | | • | |
| Metal surfaces | Polish (except: rim sides of rim brakes, rotors) | | | | x at least every 6 months |
| Hubs | Check for bearing play | | x | | |
| | Regrease | | | • | |
| Pedals (all) | Check for bearing play | | x | | |
| Pedals (clipless) | Clean and grease locking mechanism | | x | | |
| Seat post/stem | Check bolts | | x | | |
| | Disassemble and regrease Carbon: new assembly paste (no grease!) | | | • | |
| Front/rear derailleur | Clean and grease | | x | | |
| Quick-releases/thru axles | Check seat | x | | | |
| Bolts and nuts (multi-speed hubs, mudguards etc.) | Check and retighten, if necessary | | x | | |
| Valves | Check seat | x | | | |
| Cables gears/brakes | Dismount and regrease | | | • | |

If you have a certain degree of mechanical skills, experience and suitable tools, such as a torque wrench, you should be able to do the checks marked x by yourself. If you will come across any defects, take appropriate measures without delay. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Jobs marked • are best left to your STEVENS dealer.



Note:

For your own safety, bring your STEVENS bicycle to your STEVENS dealer for its first service after 100 to 300 kilometres (60 to 180 miles), 5 to 15 hours of initial use or three to six weeks, at the very latest, however, after three months.

Recommended Torque Settings

All bolted connections of the bicycle components have to be tightened carefully and checked regularly to ensure the safe and reliable operation of the STEVENS bicycle. This is best done with a torque wrench that disengages at the desired torque value or a click-type torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!

Where no maximum torque setting is given start with 2 Nm. Observe the indicated values and observe the values on the components and/or in the operating instructions of the component manufacturers on the enclosed CD-ROM.

| Component | Bolted connections | Shimano ¹ (Nm) | SRAM/Avid ² (Nm) | Tektro ³ (Nm) | TRP ⁴ (Nm) |
|--------------------------|--|------------------------------|--------------------------------|-----------------------------|--------------------------|
| Rear derailleur | Mount (on frame/derailleur hanger) | 8 - 10 | 8 - 10 | | |
| | Cable clamp | 5 - 7 | 4 - 5 | | |
| | Pulley wheels | 3 - 4 | | | |
| Front derailleur | Mount on frame | 5 - 7 | 5 - 7 | | |
| | Cable clamp | 5 - 7 | 5 | | |
| Shift levers | Mount on handlebars | 5 | 2.5 - 4 | | |
| | Hole covering | 0.3 - 0.5 | | | |
| Brake lever unit | Mount on handlebars | 6 - 8 | 5 - 7 | 6 - 8 | |
| | Time trial brake lever | | | 5 - 7 | |
| Hub | Quick-release lever | 5 - 7.5 | | | |
| | Locknut for bearing adjustment of quick-release hubs | 10 - 25 | | | |
| | Sprocket cluster lock ring | 29 - 49 | 40 | | |
| | Hub axle nut | 30 - 45 | | | |
| Internal gear hub | Hub axle nut | 30 - 45 | | | |
| | Crank mount (grease-free square-head) | 35 - 50 | | | |
| | Crank mount (Shimano Octalink) | 35 - 50 | | | |
| | Crank mount (Shimano Hollowtech II) | 12 - 15 | | | |
| | Crank mount (Istis) | | 31 - 34 | | |
| | Crank mount (Gigapipe) | | 48 - 54 | | |
| Sealed cartridge bearing | Chainring mount | 8 - 11 | 12 - 14 (steel) 8 - 9 (alu) | | |
| | Shell (square-head) | 49 - 69 | | | |
| | Shell (Shimano Hollowtech II, SRAM Gigapipe) | 35 - 50 | 34 - 41 | | |
| | Octalink | 50 - 70 | | | |
| Pedal | Pedal axle | 35 | | | |
| Shoe | Cleat | 5 - 6 | | | |
| | Spike | 4 | | | |
| Brake (V-brake) | Cable clamp | 6 - 8 | 6 - 8 | 6 - 8 | 6 - 8 |
| | Brake shoe mount | 6 - 8 | 6 - 8 | 6 - 8 | 6 - 8 |
| | Brake pad fixing | 1 - 2 | | | |
| | Brake boss frame/fork | | | 8 - 10 | |

¹ shimano.com ² sram.com ³ tektro.com ⁴ trpbrakes.com

Recommended Torque Settings for Disc Brakes and Hydraulic Rim Brakes

| Component | Shimano ¹ (Nm) | Avid ² (Nm) | Tektro ³ (Nm) | TRP ⁴ (Nm) | Magura HS ⁵ (Nm) |
|---|------------------------------|----------------------------|-----------------------------|--------------------------|--------------------------------|
| Brake calliper mount on frame/fork | 6 - 8 | 9 - 10 (IS adapter) | 6 - 8 | 6 - 8 | 6 |
| | | 8 - 10 (brake calliper) | | | |
| Brake lever unit on handlebars - Single-bolt clamp - Two-bolt clamp | 6 - 8 | | 5 - 7 | | 4 |
| | | 4 - 5 (Juicy 5) | | | |
| | | 2.8 - 3.4 (Juicy 7/Carbon) | | | |
| Union screws of cable at grip and normal cable at brake calliper | 5 - 7 | 5 | | | 4 |
| Brake cable connector at brake calliper (disc tube cable) | 5 - 7 | | | | |
| Expansion tank cap | 0.3 - 0.5 | | | | |
| Bleeding device brake calliper | 4 - 6 | | 4 - 6 | | |
| Bleeding device brake lever | | | 2 - 4 | | |
| Brake rotor fixing (6-holes) | 4 | 6.2 | 4 - 6 | 6 - 8 | |
| Brake rotor fixing (centerlock) | 40 | | | | |
| Hose (union nut) direct connection | | | | | |
| Slave cylinder (bleeder screw) | | | | | |
| Hose (union nut) direct connection | | | | | 4 |
| Slave cylinder (bleeder screw) | | | | | 4 |
| Brake pad retainer at brake calliper | | | 3 - 5 | | |
| Cable clamp at brake calliper | | | | 4 - 6 | |

¹ shimano.com ² sram.com ³ tektro.com ⁴ trpbrakes.com ⁵ magura.com

These values are reference values of the above-mentioned component manufacturers. Observe the values in the instructions of the component manufacturers on the enclosed CD-ROM.

These values do not apply to the components of other manufacturers.



Note:

Due to the unmanageable number of components on the market, STEVENS is not in a position to foresee every product that will be replaced or newly assembled by third parties. Therefore STEVENS denies any liability for such kind of additions or modifications with regard to compatibility, torque values etc. Whoever assembles or modifies the bicycle shall ensure that the bicycle was assembled according to the state-of-the-art in science and technology.



Note:

Some components have the maximum permissible torque values printed on them. Use a torque wrench and never exceed the maximum torque value! If you are in doubt or if you have any questions, contact your STEVENS dealer.

Service Schedule

1st Service

After 400 kilometres (250 miles) or three months from date of purchase

Order no:..... Date:.....

Replaced or repaired parts:

.....

.....

.....

.....

Stamp and signature of the STEVENS dealer:

2nd Service

After 2,000 kilometres (1,200 miles) or one year

Order no:..... Date:.....

Replaced or repaired parts:

.....

.....

.....

.....

Stamp and signature of the STEVENS dealer:

3rd Service

After 4,000 kilometres (2,500 miles) or two years

Order no:..... Date:.....

Replaced or repaired parts:

.....

.....

.....

.....

Stamp and signature of the STEVENS dealer:

4th Service

After 6,000 kilometres (3,500 miles) or three years

Order no:..... Date:.....

Replaced or repaired parts:

.....

.....

.....

.....

Stamp and signature of the STEVENS dealer:

5th Service

After 8,000 kilometres (5,000 miles) or four years

Order no.: Date:

Replaced or repaired parts:

.....

.....

.....

.....

.....

Stamp and signature of the STEVENS dealer:

.....

6th Service

After 10,000 kilometres (6,000 miles) or five years

Order no.: Date:

Replaced or repaired parts:

.....

.....

.....

.....

.....

Stamp and signature of the STEVENS dealer:

.....

Bike Card

Model/Size: /

Frame no.:

Suspension fork/Rear shock:

Manufacturer: /

Model: /

Serial no.: /

Intended use

Use according to

- | | | | |
|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> Category 0 | <input type="checkbox"/> Category 1 | <input type="checkbox"/> Category 2 | <input type="checkbox"/> Category 3 |
| <input type="checkbox"/> Category 4 | <input type="checkbox"/> Category 5 | <input type="checkbox"/> Category 6 | <input type="checkbox"/> Category 7 |
| <input type="checkbox"/> Category 8 | <input type="checkbox"/> Category 9 | | |

Permitted overall load of the STEVENS bicycle: kg

Permitted load of pannier rack: 25 kg

Trailer permitted ☐ yes ☐ no

If yes – permitted trailer load: kg

Child carrier permitted ☐ yes ☐ no

Wheel / Tyre size:

Colour:

Extras:

Brake levers

Brake lever assignment:

- | | | | |
|-------------------|--------------------------|-------------------|--------------------------|
| Right lever | | Left lever | |
| front wheel brake | <input type="checkbox"/> | front wheel brake | <input type="checkbox"/> |
| rear wheel brake | <input type="checkbox"/> | rear wheel brake | <input type="checkbox"/> |



Danger:

Read at least chapters “Before Your First Ride” and “Before Every Ride” in your comprehensive STEVENS user manual on the enclosed CD-ROM.

Hint to the STEVENS dealer: Please copy this bike card and keep one copy in your customer file. Send another copy to Stevens Vertriebs GmbH directly after the sale of the STEVENS bicycle.

Stamp and signature of the STEVENS dealer

Handover Report

The above-described STEVENS bicycle was delivered to the customer ready for use, i.e. after its final assembly, inspection and functional check as described below (additionally required routines in parentheses):

| | | |
|--|---|--------------------------|
| Lighting | <input type="checkbox"/> Saddle/seat post (saddle height and position | |
| Brakes front and rear | <input type="checkbox"/> adjusted to suit customer) | <input type="checkbox"/> |
| Suspension fork (adjusted to suit customer) | <input type="checkbox"/> Gears (limit stops) | <input type="checkbox"/> |
| Rear shock/shock absorber (adjusted to suit customer) | <input type="checkbox"/> Bolted connections of add-on parts (checked) | <input type="checkbox"/> |
| Chain riveting checked | <input type="checkbox"/> Other routines performed:..... | |
| Wheels (true running/spoke tension/air pressure) | <input type="checkbox"/> | |
| Handlebars/stem (position/bolts checked with torque wrench) | <input type="checkbox"/> | |
| Pedals (release force adjusted) | <input type="checkbox"/> Test ride done: | <input type="checkbox"/> |

Dealer name Phone

City Fax

Street E-mail

Handover date, stamp, signature

The customer confirms with his signature that he has received the STEVENS bicycle in proper condition together with the accompanying documents specified below and that he has been instructed on the proper use of the STEVENS bicycle.

☐ STEVENS user manual on CD-ROM incl. operating instructions of the component manufacturers

Customer name

First name Phone

City Fax

Street E-mail

Location, date, signature

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Zedler – Institut für Fahrradtechnik und -Sicherheit GmbH
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